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Photograph by Lawrence Copley Thaw

THE WEALTH OF INDIA NAMED THE INDIAN OCEAN, FILLED IT WITH TRADE

Quest for a sea route to India lured Europeans to become navigators of the Indian Ocean, the world's third largest, in spite of the pre-Suez dangers of the unknown waters lashing the Cape of Good Hope at Africa's tip. India gave its name to the ocean and dominated much of the sea-borne commerce. Modern exemplars of the traditional "riches of Ind" are the native princes. The turbaned Gaekwar of Baroda is shown in a photograph made on his birthday, receiving grains of corn from one of his subjects in a traditional ceremony of homage. Wearing a collar of diamonds, the Gaekwar sits on a throne decorated with gold and diamonds. Uniformed guards flank the throne (Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Britain's Second-Best Ports Best Situated for Lease-Lend Aid

THE immediate release of United States supplies to Britain, starting some minutes after the signing of the much-discussed "Lease-Lend Bill," brought up the question of where in Britain these shipments might be unloaded.

British ports which are geographically best situated to receive shipping from the New World are those along the west coast of England, Wales, and Scotland, and Ireland's north coast, since they are not only nearer to the United States, but also for the most part farther from continental bases of German bombing planes. Promptly after the beginning of American shipments, however, they became the targets of heavy bombing raids.

Ordinarily Handle Only a Third of Total Shipping

The western ports include only five of the foremost fifteen shipping centers which normally handle 90 per cent of all Great Britain's incoming and outgoing tonnage. Before the outbreak of the war, these ports had played a larger part in exporting than in importing. Moreover, they attract enemy attack, entirely apart from their shipping, on account of industrial activities.

Liverpool, Manchester, and Bristol in England, Glasgow in Scotland, and Cardiff in Wales are the five west coast ports of greatest importance in Britain's peacetime shipping. London, the titan of the southeast, usually handles more foreign trade than the five ports together. They are ordinarily the second, fourth, sixth, tenth, and fourteenth respectively in rank among the shipping centers of the British Isles. Together they are counted on to handle about one-third of the total shipping, by value.

To supplement their facilities, there are also the numerous secondary ports scattered along the west coast, such as Barrow and Birkenhead in England; Holyhead, Newport, Port Talbot, and Swansea in Wales; and Ardrossan, Ayr, and Greenock in Scotland.

Northern Ireland's two chief ports, Belfast and Londonderry, stand ready beside the northern transatlantic sea lanes to act as re-shipping points. Goods unloaded in Northern Ireland would free ocean transports for quicker return to New World harbors. Reshipment from Belfast and Londonderry in the smaller Irish Channel boats would facilitate the use also of smaller English ports, such as those regular havens of cross-Channel boat service from Northern Ireland—Fleetwood, Heysham, Stranraer (for Glasgow traffic), and Holyhead.

Liverpool and Bristol Grew Up on American Trade

Liverpool, three miles inland from the Irish Sea, attained its first prominence by caring for the expanding westward traffic which followed New World colonizing (illustration, next page). Its commercial ties have traditionally been with the colonies. With Manchester, it normally sends out one-third of all England's exports, chiefly to outlying dominions. Inland Manchester has been a seaport for less than 50 years, since the construction of its link with the Irish Sea, the 35-mile Manchester Ship Canal, which runs through one of the most congested industrial districts of Britain. Oil refineries are numerous along the canal banks.

Bristol, another port which owes its growth to New World trade, lies at the head of the Severn estuary, with deep-water docks on both sides of the river mouth at Avonmouth and Portishead, with special cold-storage facilities for imports of meat and butter, and bananas from the West Indies.

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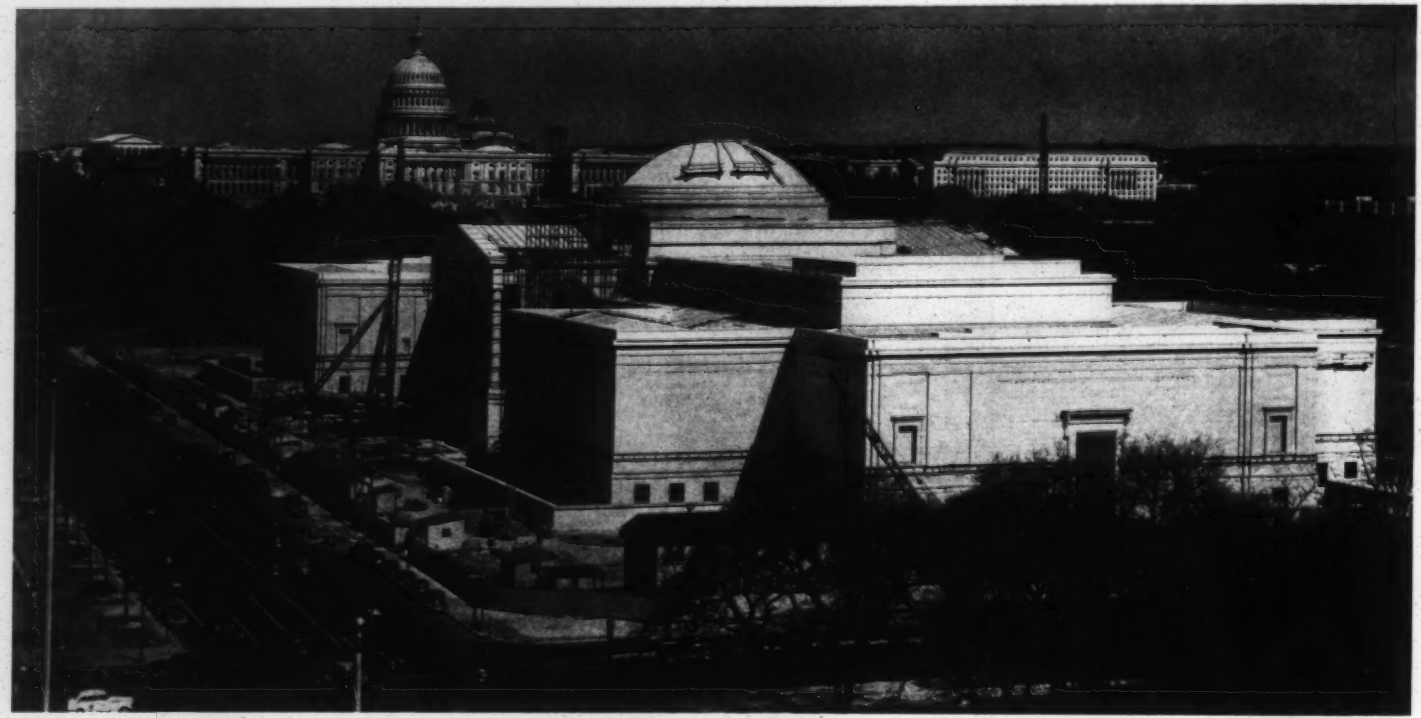

Photograph by Paul Pryor

ABOVE ITS "BLUEPRINT" MASTERPIECE, WASHINGTON'S NEWEST DOME FOLLOWS ROMAN DESIGN OF 27 B. C.

On the site of the railroad station in which President Garfield was assassinated, 800 carloads of Tennessee marble went into the construction of the new National Gallery of Art. Its "wing spread" of 785 feet makes it longer than the Capitol (background). Like the Capitol and the Library of Congress beyond (right of Capitol dome), the new structure is topped with a dome. The old Roman dome after which the National Gallery's was modeled appears inside, in Panini's painting, "Interior of the Pantheon." The windowless art gallery is lighted by sunlight through the glass roof; each exhibit room has a ceiling of special glass, sand-blasted for diffusion of light, shatter-proof for safety, and equipped with spotlights to supplement the sun (Bulletin No. 5).

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Indian Ocean, Where Sea Lanes See Front-Line Warfare

BITTER "front-line" warfare continues on the trade lanes around the world, but, beyond the sea approaches to the British Isles, this action of the war still draws comparatively little attention. The recently reported sinking of an Italian commerce raider in the Indian Ocean, where several British ships have been attacked, is evidence that the old World War game of hide-and-seek again occupies merchant shipping and war vessels in the vast reach of salt water between Africa and Australia, Asia, and the blustery seas that bathe the Antarctic Continent.

It was in Indian Ocean waters, adjacent to India and the Netherlands Indies, that the elusive German light cruiser *Emden* achieved such spectacular success in 1914, capturing or sinking 20 merchant ships and two men-of-war in its career.

Trade of Rich Surrounding Lands Tempts Raiders

Now that British ships ferrying men and supplies from Australia and New Zealand, India and the Far East are almost exclusively avoiding the Suez short-cut, the flow of troops and supplies to England funnels southwestward across the Indian Ocean and around South Africa into the Atlantic.

Along this route travel the British-bound coffee, cotton, sisal, and gold of Tanganyika, Kenya, and Uganda; the tea, cotton, jute, and leather of India; the rubber, tea, cinnamon, and coconut products of Ceylon; the tin, rubber, and spices of Malaya and the Netherlands Indies; the wheat, wool, timber, and mutton of Australia and New Zealand.

While the holds of eastbound vessels are jammed with munitions, planes, guns, and supplies of war for India, Singapore, China, Hong Kong, and Australia, they also find room for machinery and manufactures to be exchanged for the raw materials of East Africa, Asia, Australia, and New Zealand.

British Control Most Seacoast of Third Largest Ocean

By contrast, United States, Japanese, and South American purchases in India constitute a heavy counter-flow of trade pouring eastward out of the Indian Ocean.

The Indian Ocean is the third largest ocean in the world (the Pacific and Atlantic are first and second). Australia on the east, India and Burma on the north, and Kenya, Tanganyika, and South Africa on the west give the British Empire vastly more seacoast on the Indian Ocean than that controlled by any other nation. Around the ocean clockwise, between the naval bases at Simonstown, South Africa, and Melbourne, Australia, are scattered eight other British naval bases: Mauritius; Aden, in the Aden Protectorate; Bombay, India; Colombo and Trincomalee, both on Ceylon; Rangoon, Burma; Singapore, Malay States; and Darwin, in North Australia.

Opponents in the present war are lined up on the west side of the Indian Ocean. Italian Somaliland has about 1,200 miles of Indian Ocean coastline north of British Kenya; the British have now seized vital sections of the colony's coast, including Mogadiscio, the capital and chief port. Southward, off the coast of the big Portuguese colony of Mozambique, lies the huge French island of Madagascar.

Like the double hump of a Bactrian camel, the northern reach of the Indian Ocean divides, on either side of the triangular mass of India, into the Arabian Sea on the west and the Bay of Bengal on the east. Hemming the Arabian Sea towards the setting sun is the broad peninsular chunk of Arabia, which is bounded on the west by the Red Sea and on the east by the Persian Gulf, the two largest nearly

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Bristol's most notable commercial neighbors are the Welsh ports along the Bristol Channel—Newport, Cardiff, Port Talbot, and Swansea. All are normally busy with exports of South Wales coal, Cardiff alone shipping about 60 per cent of the exported fuel. But Cardiff, Newport, and Port Talbot are also important for their iron and steel industries; using local coal and imported ore, they operate smelting furnaces practically beside their docks. Holyhead, at the northwestern corner of Wales, is the chief shipping point for Ireland.

The northernmost of England's large western ports is Barrow-in-Furness, known also for its extensive Vickers steel works. One of the five great British Isles centers for ship construction, Barrow specializes in submarines.

Western Scotland's leading ports are ranged on the east of the narrowing funnel of the great Firth of Clyde, coming to a head at the artificial deep-water port of Glasgow, 22 miles from the sea. Small Ardrossan and larger Ayr, some 35 miles to the south in the Robert Burns country, get much of their traffic from Northern Ireland. Glasgow's outport, Greenock, combines shipping with shipbuilding, foundries, and torpedo making. From the sea to Glasgow the Clyde is virtually lined with the yards of some 30 shipbuilding firms, whose output of commercial and naval vessels makes Clydeside a world center for important launchings.

Note: The west coast ports of Britain, as well as Belfast and Londonderry in Northern Ireland, important as discharge points for American supplies, may be located on the Modern Pilgrim's Map of the British Isles, priced at 50¢ (paper) and $1.00 (linen).

Bulletin No. 1, March 31, 1941.

© *Central Aërophoto Co.*

ENGLAND'S SECOND PORT IS FARTHER FROM GERMAN BASES, CLOSER TO U. S.

Geography lends aid to Liverpool, which, with 22 per cent of Britain's normal shipping, ranks second only to London in the value of its foreign trade. For Liverpool near the middle of Great Britain's west coast is farther northwest than London from the continental bases (except Norway) of German bombers, and is likewise slightly nearer to American ports. The Merseyside cluster of ports—Birkenhead, New Brighton, Bootle, and Liverpool—line both sides of the Mersey estuary with almost continuous rows of docks and factories which absorb imported raw materials. The Liverpool waterfront shows floating docks, supported on iron pontoons, which rise and fall with the tides as much as 27 feet; they connect with the shore by hinged bridges, some with tubular coverings. Behind the docks rise the 17-story Liver Building, topped by figures of the mythical "liver" bird which is one of the explanations of the port's name, and shipping and dock offices.

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Strategic Materials: No. 1, Nickel a "Must-Have" Metal

Strategic materials, according to official definition, are "those essential to national defense, for the supply of which, in war, dependence must be placed in whole, or in substantial part, on sources outside the continental limits of the United States; and for which strict conservation and distribution control measures will be necessary."

The GEOGRAPHIC NEWS BULLETINS will present a series on the following materials, which have been designated as strategic, describing their uses, qualities, and sources:

Antimony	*Mercury*	*Rubber*
Chromium	*Mica*	*Silk*
Coconut Shell Char	*Nickel*	*Tin*
Manganese	*Quartz Crystal*	*Tungsten*
Manila Fiber		*Quinine*

A FIVE-CENT piece is the average man's first introduction to nickel by name. Over four billion pure nickel coins of 77 denominations are in circulation in 28 countries, according to recent estimates. The United States "nickel," incidentally, is coined from an alloy, three-fourths copper, one-fourth nickel.

Last month nickel went on Uncle Sam's ration list. It was ordered that first call on supplies of the metal should be granted to defense needs, because such war essentials as armor plate, projectiles, gun barrels, and bullet jackets depend on nickel for much of their hardness and strength. It is vital as a hardening component of certain high-quality steels. The steel industry absorbs over half the world nickel output, supplying especially large quantities for the manufacture of automobiles. Stainless steels have a high content of nickel as well as chromium.

"Old Nick" Names a Metal

Nickel was discovered by prospectors searching for silver and copper. Annoyed by the difficulty of extracting the new metal from its ore, these men informally named it nickel after the devil ("Old Nick") who, they were convinced, put it in their way just to confound them. The power of fabled warriors of China and Persia is traceable, according to legend, to their superior swords, forged from "heaven-sent" meteors which had a high nickel content.

Silvery-white nickel, so essential to national defense, is obtained almost exclusively outside the United States. Canada's Sudbury district of Ontario supplies about 85 per cent of the world's nickel. The United States, the world's largest consumer of the metal, imports Canadian nickel almost exclusively. Other producers are the French island of New Caledonia, the U.S.S.R., Norway, Burma, the Netherlands Indies, and possibly Finland.

Nickel is known to its users as a good "mixer." It has an apparent willingness to mix with a long list of other metals, toughening the blends, increasing their heat resistance, and improving their non-corrosive qualities. Far and away its most important union is with steel. Monel metal is largely nickel and copper. It also forms other important alloys with copper, silver, and aluminum.

Nickel and products of nickel machinery are seldom out of reach of man's fingertips. In modern homes they may be found in many articles ranging from kitchen sinks to doorknobs, including table tops, refrigerator handles and hinges, cook pots, stove trimmings, and in the heating elements and plating materials of electric irons, percolators, toasters, and waffle irons. Nickel enters, too, into radio vacuum tubes, safety razors, plumbing fixtures, cabinet shelves, and the metal that is hidden beneath bathtub enamel. Plated silverware usually has a nickel-alloy base.

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landlocked extensions of the Indian Ocean.

As in the Pacific, most of the Indian Ocean's islands are concentrated in its western half. The 980-mile-long Madagascar, like a moon of Africa, eclipses all the rest, except the Netherlands Indies, in size and wealth. The British Crown Colony of Ceylon, just off the tip of India, is almost a synonym for tea.

Musical names most fitting in their tropical setting identify the northern islands: Andaman, Nicobar, Laccadive, Maldive, Seychelles, Agalega—these are island groups. Single islands share the soft-singing nomenclature: Kolumadulu, Suvadiva, Anjouan, and Zanzibar. Réunion, east of Madagascar, was uninhabited when discovered, but now supports 200,000 people. Mauritius, once home of the now-extinct dodo bird, is second only to India as a British producer of sugar.

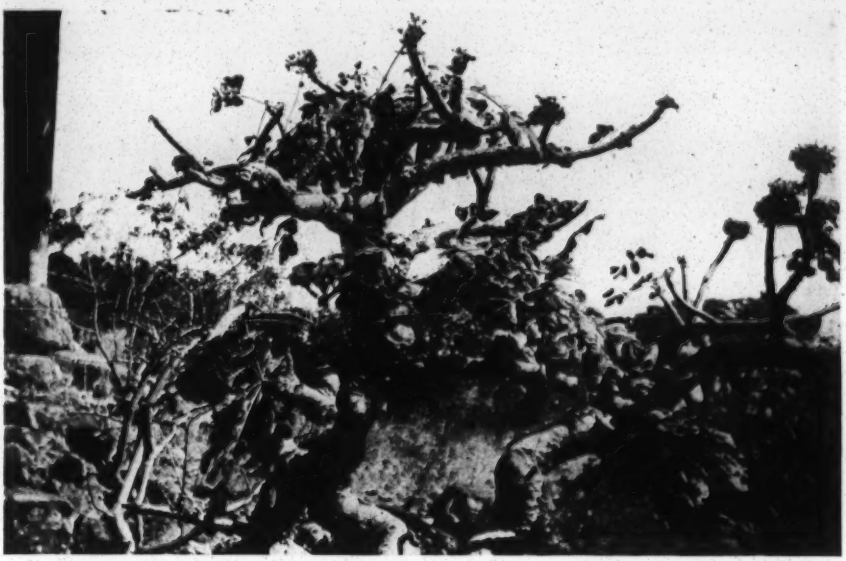
Mariners have known these islands from earliest times: some were pirate strongholds; others were landmarks for the tea clippers and for the full-rigged wool and grain ships from Australia.

Far south, on the Antarctic threshold, lie the desolate, squall-buffeted Kerguelen, Prince Edward, and Crozet Islands, and the lonely glacier-capped Heard Island.

The many colored races of the Indian Ocean area are increasingly affected by the white man's machines and manufactures, as well as by his political and religious ideas. Native troops in Kenya and Italian East Africa have taken up weapons against one another; lascar (East Indian) crews go down with torpedoed ships.

Note: See also the Map of the Indian Ocean, issued as a supplement to the March, 1941, *National Geographic Magazine*. This map (unfolded) is available at 50¢ (paper) and 75¢ (linen). The map includes Australia, eastern Africa, Malaysia, also inset maps of the Suez Canal, Hong Kong, the Philippines, New Zealand, Singapore, and Guam. Naval bases, sea routes, oil fields, railways, canals, storm tracks, and ocean currents appear on the map.

Bulletin No. 2, March 31, 1941.



Photograph by Charles K. Moser

FRANKINCENSE, AS IN THREE WISE MEN'S DAY, IS INDIAN OCEAN PRIZE

Chief United States purchases from Indian Ocean areas are jute burlap and bags, raw jute, hides and skins, and mica from India. But one of the more romantic commodities still prized elsewhere is frankincense, the fragrant ingredient of incense cherished for religious ritual even before the Three Wise Men presented the infant Jesus with gold, frankincense, and myrrh. The sweet-smelling resin which exudes in "tear" droplets from the gashed bark of the grotesquely twisting branches of the frankincense tree is packed in sheepskin or goatskin containers for shipment from the Indian Ocean ports of the Somali country in Africa, or from Arabia, to such distributing centers as Bombay in India. This frankincense tree was photographed on the small British island of Socotra, a sentinel at the Indian Ocean end of the Gulf of Aden.

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Quick Gazetteer of "Captive" Bulgarian Towns

BULGARIAN towns whose names were new to the news when German troops moved into their country found war the same old story they had known in early history. Quiet, obscure, picturesque, and unfamiliar to western Europe, many of them had figured in eastern wars since ancient Roman days.

From the 5th century, when the Huns under Attila burned a town on the present site of Sofiya (Sofia), until Greek guns boomed across the border in 1925, the mountain passes and fertile plains of Bulgaria have been the scene of intermittent fighting.

PETRICH—Petrich, in the southwesternmost corner of the country, was involved in the 1925 clash with Greece because it is one of the few frontier spots easy to penetrate. Forming a doorway across the mountainous border, it became one of the logical entries for Nazi troops as they spread out across the kingdom. The town lies close to the Struma River, a straight, broad avenue running between the disjointed mountain ranges and linking the heart of Bulgaria and Sofiya, the capital, with the Aegean Sea. A railroad traversing the valley from Sofiya meets Greece's rail system just beyond Petrich.

NEVROKOP and **MELNIK**—From Petrich the line of Nazi units stretches eastward to Nevrokop and Melnik, the latter an isolated mountain community famous for its wines. These towns are among the points in Bulgaria closest to the important Greek port of Thessaloníkē, on the Aegean, little more than 50 miles south of the border.

SVILENGRAD—The principal corridor to Greece east of Petrich is formed by the Maritsa River, which splits Greece and Turkey as it leaves Bulgaria. Just north of the junction of the three countries is Svilengrad, a center of silkworm culture, where German troops have also been stationed. It lies only a score of miles from Edirne (Adrianople), Turkey's westernmost city of importance.

PLOVDIV—Farther up the Maritsa, along which some of the Crusaders of the Middle Ages made their way to Constantinople, is Bulgaria's second largest city, Plovdiv, also known as Philippopolis. It was once a military post of Philip II of Macedonia. An important railroad junction, now it is a community of 100,000 persons, but many of the streets still are narrowed by the overhanging balconies of old houses.

SOFIYA—Nearly 100 miles to the northwest is Sofiya, at the foot of Mount Vitosha. Known first as an ancient Thracian camp and later as a Roman colony, it survived nearly five centuries of Turkish occupation to become a modern city of a quarter-million inhabitants. Narrow, muddy streets and squalid houses in the slums have given way to brick and stucco dwellings erected 50 years ago on order of King Ferdinand. Slender minarets on mosques, however, furnish reminders of the past, as does the very name of the city—taken from the basilica of Sancta Sophia.

RUSE (RUSCHUK)—The Germans entered Bulgaria from Romania at several points on the Danube River. Largest of these river cities is Ruse (Ruschuk), an important industrial community of 50,000 persons, fourth in size in the nation. It has been a shipping center ever since the Romans used it as a base for their fleet on the lower Danube. In the mid-18th century it was a hub market for exchange of goods between the Orient and the Occident.

VARNA and **BURGAS**—Bulgaria has two principal Black Sea ports—Varna, near the northern border, and Burgas, to the south, whose harbor forms the deepest in-

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Alloyed with copper and zinc, nickel appears as nickel silver (or German silver) in signs, hardware, grilles, and other fixtures and architectural trim. About one-twelfth of the gleaming metal tower of the Chrysler Building and also the metallic ribbons adorning the walls of the lofty Empire State Building are nickel.

Many modern steamships have nickel-alloy hardware and fittings because the metal resists salt water corrosion. Small pleasure boats feature nickel-alloy hulls and appointments that need no paint to preserve them. Because of its non-contaminating and non-corrosive properties, nickel is used in the dye and chemical industries. Its clean appearance and readiness to take a polish make it popular for display containers, and restaurant, bakery, and dairy equipment.

Invisible applications of nickel are even more impressive than the visible uses. Because of the extra backbone it puts in steel, nickel is a vital component of the metal employed for the movable parts of all kinds of machines, from steam shovel arms to turbine blades. Nickel helps make travel safe. Frames and engine parts of many automobiles and trucks contain nickel. Passengers unconsciously depend upon the tough nickel alloys that go into locomotive and car parts, and often into the tracks. Streamline trains are largely of nickel-bearing stainless steels.

Nickel alloys are playing a spectacular part in increasing the efficiency and dependability of airplane engines. Rotor hubs of autogiros are made of nickel-steel. Machine tools, marine shafting, and die blocks also contain nickel.

War and rearmament helped to raise world production and consumption of nickel to all-time highs in 1939; United States consumption in that year showed an increase of 136 per cent over 1938. War has stopped publication of later figures.

Bulletin No. 3, March 31, 1941.

Photograph by J. Baylor Roberts

AKIN TO NICKELS IN THE POCKET, NICKEL IS AT WORK UNDERFOOT

Beneath the surface of city streets, underground telephone wires wear small nickel-alloy loading coils to make telephone conversation clearer and to speed transmission. In New York City alone there are twelve million miles of underground telephone wire. The photograph shows a telephone manhole at 32nd Street and Second Avenue, with more than fifteen cables. To join two telephone cables, the workman splices the 3,600 individual wires in one cable with the corresponding 3,600 in the other.

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New National Gallery of Art Gives U. S. "Little Louvre"

THE twelve-ton bronze doors of the National Gallery of Art, gliding apart on March 18, admitted the public for the first time through 40-foot portals to a collection of European painting and sculpture historically important in the United States, and, for early Italian paintings, rivaled in few other museums in the world.

Raphael's circular "Alba Madonna" bought in Russia for a million dollars, a 700-year-old Madonna carried by a Crusader from Istanbul to Spain, a full-length Goya portrait purchased by transatlantic telephone—the 500 paintings include these and numerous other masterpieces hitherto privately owned and not accessible to public enjoyment. Nine Rembrandts, four Raphaels, five Botticellis, two El Grecos, ten Gilbert Stuarts, six Titians, three Fra Angelicos, three of the forty authenticated Vermeers known in the world are among them, by gift and loan.

300-Year-Old Raphael Saved by Transplanting Paint to Canvas

Rubens posed his dark-eyed wife Isabella in a black velvet cape and red-gold dress in 1626 and painted her portrait; she died the same year. But the visitor to the National Gallery can see her half-humorous dimple, her white lace cuffs still crisp.

Velazquez, who commanded 20 ducats a month at the Spanish court, traveled to Rome to paint Pope Innocent X. Expecting to admire himself, the Pope was disappointed in the picture because it was "too true." The National Gallery-goer today can see the Pope's heavy features, and admire the candid artist.

Young Raphael Sanzio also went to Rome (in 1508) and painted, before his death at 37, a series of world-famous Madonnas, two of which appear in the National Gallery. The Alba Madonna, painted on wood, was sold to the Russian Tsar in 1836, and the 300-year-old masterpiece faced damage by severe Russian cold. But experts skilfully scraped away the wood behind the thin layer of paint and substituted a rejuvenating foundation of canvas instead. This is one of 21 masterpieces from Russia, now shown to the American public for the first time.

Two of the 111 George Washington portraits that Gilbert Stuart painted are in the National Gallery. The "Vaughan" portrait is one of the few studies painted from life, from which most of the others were copied.

Giotto's Madonna Among Early Italians

The paintings and the accompanying 45 sculptures are the gift of the late Andrew W. Mellon and of Samuel H. Kress. The building was constructed with funds given also by Mellon. Congress accepted the Mellon gift in March, 1937, constituting the National Gallery of Arts as a bureau of the Smithsonian Institution, maintained by the U. S. Government, but administered by its own board of trustees. The policy of the Gallery will permit the purchase of additional works by artists who have been dead for twenty years.

Occupying the largest building in the nation devoted entirely to painting and sculpture, the Gallery spreads two square wings of rose-white marble on either side of a domed rotunda (illustration, inside cover). Twenty-four dark green Italian marble columns support the dome, beneath which stands the famous bronze figure of Mercury by Giovanni da Bologna, lifting his winged heels for flight above a marble fountain. Halfway down the central halls from the rotunda are garden courts, surrounded by monolithic limestone columns and fragrant with acacias flowering around fountains from Louis XIV's gardens of Versailles.

The exhibits touch to a varying extent the principal schools of European

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dentation of the coast. Seventy thousand inhabitants—nearly double the population of Burgas—make Varna the third largest Bulgarian city. Although Varna is regarded as the country's best equipped port, Burgas has enjoyed the larger shipping business in recent years. Wheat, corn, tobacco, attar of roses, and other exports have gone from both cities not only to neighboring Russia and Turkey, but to Italy and western Europe. In return, tourists from many lands have flocked to Varna, whose fine sand and warm sun have made it renowned as a bathing resort.

Note: See also "Bulgaria, Farm Land Without a Farmhouse," *National Geographic Magazine*, August, 1932. And in the GEOGRAPHIC NEWS BULLETINS: "Pivotal Bulgaria Is Smallest of Independent Balkans," March 3, 1941; "Bulgaria's Trade Long Dominated by Germany," January 27, 1941; "Why Are the Balkans the 'Powder Keg of Europe'?" November 4, 1940; and "Bulgaria, Land of Attar of Roses," March 11, 1935.

With the exception of Svilengrad, all the towns mentioned in the Bulletin, as well as the Sofiya-Petrich railway line, can be located on The Society's Map of Europe and the Near East. Send for folder describing this and other maps.

Bulletin No. 4, March 31, 1941.

Photograph by Maynard Owen Williams

NEWS REELS FOR AMERICA ARE NOW MADE WHERE AMERICAN MOVIES ENTERTAINED

The signpost-display cases of Sofiya's sidewalks once invited Bulgarians into the movie houses of their nation's capital, to see films of English and American, French, Italian, German, Spanish, and Russian origin. Soberly dressed citizens stared at the colorful costumes of foreign actors. But occupation of the country by German troops brought a reversal of roles: Bulgarians and Bulgarian scenes have been prominent on American screens in newsreels. The loss of foreign markets, including Bulgaria, has seriously affected the Hollywood movie industry.

painting from 13th century Byzantine to 19th century English. The youngest pictures included are two landscapes by Turner, who died in 1851.

The Italian school's particularly fine representation begins with a stately Madonna by Giotto. Duccio, Masaccio, Perugino, and Pinturicchio are among the 15th century Italians, with Giorgione, Bellini, Titian, Tintoretto, and Veneto (illustration, below) appearing among the later painters.

The 15th century Flemish artist, Jan van Eyck, whose "Annunciation" is outstanding, popularized a revolutionary technique of mixing colors with oil instead of with egg yolk and vinegar, earning the title of "father of oil painting."

Radiating from the main doors are almost 100 galleries for exhibits. The basement floor holds an auditorium seating 300, an art library, and a cafeteria.

Note: See also "Old Masters in a New National Gallery," in the July, 1940, issue of the *National Geographic Magazine*. Illustrations for this article are 32 color reproductions of paintings in the National Gallery's collections, and 11 black and white photographs of additional masterpieces and of the buildings itself. Copies of the *Magazine* containing this article can be obtained, at 50¢ each, from The Society's Washington, D. C., headquarters.

Bulletin No. 5, March 31, 1941.

BARTOLOMEO VENETO JOINS OLD MASTERS ON PARADE

The wealthy Italian patrician painted by Veneto now feels at home, for in the fifteen-million-dollar National Gallery, each of the art objects gets $275,000 worth of facilities! Veneto was early attracted to Venice, where Venetian mercantile power could afford to pay the best artists for fine portraits. Because it was traditional to include a landscape in portraits, Veneto painted the window at the right, although the light on his subject's face comes from the left.